



Cabinet
12 February 2018

**Report from the Strategic Director of
Regeneration and Environment**

On-Street Parking Management Review

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt:	Open
No. of Appendices:	2
Background Papers:	None
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1.0 Purpose of the Report

- 1.1 This report provides Cabinet with an update on the On-Street Parking Management Review further to the approval by Cabinet on 24th July 2017, for an initial programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs.
- 1.2 It provides details of an analysis of feedback from the public to identify levels of demand for changes and whether these should be considered for inclusion in our Parking Management Review programme.
- 1.3 The report also considers anticipated future levels of demand and a continuing annual review programme.

2.0 Recommendations

- 2.1 That Cabinet notes the responses to the online survey and requests for changes to parking management in the borough, further to the previous Cabinet report that considered requests between 25th April 2017 and 6th November 2017.

- 2.2 That Cabinet agrees that the number of requests for new CPZs or changes to existing CPZ's for this period do not demonstrate a high enough level of public support to be considered further at this present time.
- 2.3 That Cabinet authorises lead officers to contact lead petitioners to inform them of the decision in relation to their petition, as set out in paragraph 3.17 of this report.
- 2.4 That Cabinet notes that the online information, guidance and application process for parking changes will remain in place, and that future requests will be considered when developing future programmes.
- 2.5 That Cabinet notes that future reports on the level of demand for new CPZs or changes to existing CPZs, will be considered by the Highways Committee.

3.0 Detail

- 3.1 In recognition of an increase in public demand for parking management changes in the borough, Cabinet approved the report titled "On-Street Parking Management Review" at its meeting on 15th November 2016. The report set out the approach, scope and how a programme would be developed and implemented. It provided information on how areas where there are numerous requests for changes, evidence of on-street parking pressures and also a high level of public support would be prioritised, with the aim of introducing on-street parking controls that will benefit residents and businesses alike.
- 3.2 Information about the on-street parking management review and an online application form was made available from 1st December 2016 whereby residents and businesses could apply for new CPZ's, changes to existing CPZ's or the Wembley Stadium Protective Parking Scheme (WSPPS) or new waiting and loading restrictions. Residents and businesses are encouraged to submit petitions to demonstrate that there is a high level of support for proposed new CPZs or reviews of existing CPZs.
- 3.3 Cabinet considered a further report on 24th July 2017 which provided an analysis of feedback from the public to identify levels of demand for changes and also a desktop analysis to identify areas where there may be on-street parking pressures. Cabinet approved a programme for changes to on-street parking arrangements in prioritised areas, subject to public consultation and further approval by Highways Committee.
- 3.4 Up until 24th April 2017, the Council received 12 petitions and 464 requests, either for new CPZs, the review of existing CPZs or, for yellow line waiting restrictions. CPZs were prioritised in areas where on-street parking pressures were demonstrated through a high number of requests and from parking surveys.
- 3.5 Officers developed a prioritisation methodology based on petitions received, the results of analysing survey responses, a desktop study, and evidence of on-street parking pressure from surveys. **Appendix A** provides details of schemes prioritised and included in the current 2017/18 programme.
- 3.6 A detailed progress report on the approved 2017/18 On-Street Parking Management Review Programme has been considered by Highways Committee on 24th January 2018. This report provided the Committee with an update on the

development of the programme, expenditure in relation to budgets, and the outcome the public consultation process, and sought approval to proceed with publication and consultation for the making of the Traffic Management Orders necessary for the implementation of changes.

Demand

3.7 An analysis of requests received between 25th April 2017 and 6th November 2017 has been summarised below;

- 5 petitions were received, 2 for changes to existing CPZs and, 3 for a new CPZs of which 2 are included in our current programme.
- 211 requests for parking changes were received via the online application process
- 87 of these requests are for new CPZs, of which 25 come from existing CPZ areas
- 95 of these requests are for changes to existing CPZs
- 3 requests are for changes to the Wembley Stadium Protective Parking Scheme.
- 29 requests are for new yellow line waiting restrictions

Appendix B provides a summary of the requests received, including petitions. Some requests were for more than one change.

Petitions

- 3.8 The first petition is requesting the removal of parking controls on Jeymer Avenue and Kenneth Crescent in MW zone on Saturdays (see Appendix B). MW Zone operates 8.00 am - 6.30 pm Monday to Saturday and includes 19 streets near Willesden Green underground station. The petition contained the names and addresses of 8 residents from Jeymer Avenue, but was not signed by the petitioners. Jeymer Avenue and Kenneth Crescent are situated a short walk from Willesden Green underground station. Officers are of the opinion that the petition does not demonstrate a high level of public support for changes, that removal of the restriction in these streets on Saturdays may increase on-street parking pressure from neighbouring streets and station users, and therefore this should only be considered if there are higher levels of demand in a wider area.
- 3.9 The second petition is requesting changes to CPZ restrictions in Heber Road in GM zone from those currently in force, to the same hours as those in neighbouring roads where the restricted hours on Residents' only bays and Pay and Display Bays are 10am Monday to Friday. The petition has 33 signatures. A review of GM zone has already been included in our 2017/18 programme, options will be developed for consultation in late May 2018 (see Appendix A).
- 3.10 The third petition is requesting a new CPZ in Dollis Hill Lane. This is close to the Parkside and Campbell Gordon Way area which already been included in our 2017/18 programme. It is also close to the Brent Cross development area, where there are already plans to consult on introducing CPZs to protect parking for residents in future years. The petition has 27 signatures. Officers are working with ward councillors on developing options for a new CPZ in this area that meets the needs of the community.

- 3.11 The fourth petition is from residents of Riverside Gardens in Alperton requesting a CPZ in their street. The petition has 16 signatures. A new CPZ was developed to include 9 streets in this area and consulted on in the spring of 2016, following Highways Committee approval on 22 January 2015 and the securing of S106 developer funding. The proposed scheme was not generally supported and a letter was sent to residents in October 2016 informing residents that it would therefore not be progressed. CPZs are usually introduced to clusters of streets, in order to minimise the potential for parking being displaced into neighbouring streets. Only streets adjacent to an existing CPZ will usually be considered on an individual basis. Officers are of the opinion that the petition does not demonstrate a high level of public support for changes, and that this request should only be considered if there are higher levels of demand in a wider area.
- 3.12 The fifth petition was from residents requesting a subsidised CPZ in the North End Road Area. It has 22 signatures. This scheme is already included in the current 2017/18 programme after taking into consideration indiscriminate parking, on-street parking pressure, and development in the Wembley area. Proposals will be developed and consulted on early in 2018, and the results and recommendations considered at a future Highways Committee.

Future Demand

- 3.13 Funding for introducing CPZs may be available under S106 agreements in areas where on-street parking pressures are anticipated.
- 3.14 CPZs may be introduced either by developers or by the Council, either as specific parking schemes or in conjunction with other highway improvements to mitigate the effects of a development.
- 3.15 Regeneration areas where CPZs are likely to be introduced in the future include the Brent Cross Development, with some 200 retail restaurants and circa 6,700 new homes planned for the area. It is anticipated that circa £180,000 will be made available through developer funds, via Barnet, for an area-wide CPZ in the Dollis Hill ward. The new CPZ is likely to be progressed in 2018/19 and 2019/20. It is also anticipated that a new CPZ will be required in the Alperton area within the next few years to mitigate the effects of the Northfields development.
- 3.16 Where CPZs are introduced, this often results in parking displacement and increased demand for CPZs in adjacent areas.

Conclusions

- 3.17 We did not receive a sufficient number of online requests for changes to individual streets or areas to indicate a high level of support within the 6 month period. Typically there were only one or two requests for new CPZs per street.
- 3.18 There were relatively few requests for reviewing the operations of existing CPZs or the Wembley Stadium Protective Parking Scheme (WSPPS).
- 3.19 Five petitions were received and considered in paragraphs 3.8, 3.9, 3.10, 3.11 and 3.12 of this report. Taking into consideration the number of new requests we have received and the existing programme, no additional schemes have been prioritised for inclusion in the programme.

3.20 Requests for yellow line restrictions or any minor localised changes will be assessed for inclusion in our Transport for London (TfL) funded annual Short Sections of Waiting Restrictions programme.

3.21 The Council should continue to provide online information, guidance and application process for parking changes, and that these requests should be considered when developing future programmes for Cabinet approval. Cabinet will be provided with an update report in six months' time.

4.0 Financial Implications

4.1 No new CPZ or CPZ review schemes have been prioritised and therefore there are no financial implications arising from this report and its recommendations at this time.

5.0 Legal Implications

5.1 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984 (as amended and hereafter referred to as "the 1984 Act"). On-street parking restrictions are created by orders made by a local traffic authority under the provisions sections 1 and 2 of the 1984 Act (orders prohibiting or restricting the waiting of vehicles or loading and unloading of vehicles); 32(1) (b) of the 1984 Act (parking for which no payment is required) and section 45 of the 1984 Act (parking bays for which payment is made by the motorist). Other related traffic restrictions may be made by traffic management orders made under other provisions of the 1984 Act. Controlled Parking Zones are defined in Regulation 4 of the Traffic Signs Regulations and General Directions 2002, which was made pursuant to the powers set out in the 1984 Act and the Road Traffic Act 1988.

5.2 Decisions regarding amending current CPZs and making new CPZs will be considered and made by the Highways Committee which has scope to make decisions including scheme approval for traffic management and related matters associated with the public highway. However, for strategic and high level highways and transportation matters involving expenditure over £500k, or matters which have a significant on income, strategies or policies in respect of highways and transportation, these matters will be considered by the Cabinet.

5.3 There are no further legal implications arising from this report and its recommendations at this time.

6.0 Equality Implications

6.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

6.2 There are no specific diversity implications arising from this report and its recommendations at this time.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 Cabinet approved the approach to the Council's On-street Parking Management Review on 15th November 2016.
- 7.2 A further report informed the Cabinet of the outcome of the review process and an initial programme of introducing new Controlled Parking Zones (CPZs) and reviewing existing CPZs was approved on 24th July 2017.
- 7.3 Proposed changes are subject to a public consultation process with Ward Members and affected stakeholders. The outcome is considered by the Highways Committee who approve any proposed changes, subject to the outcome of statutory consultation and the placing of notices for Traffic Management Orders as set out under Road Traffic Regulation Act 1984.
- 7.4 The Strategic Director of Regeneration and Environment, in consultation with the Lead Member for Environment, will consider any objections or representations arising from the statutory consultation process for making Traffic Management Orders, and implement proposed changes if there are no substantial objections, or otherwise refer objections or representations to the Highway Committee for further consideration.

8.0 Human Resources/Property Implications (if appropriate)

- 8.1 Not applicable.

Report sign off:

AMAR DAVE

Strategic Director of Regeneration and Environment